

## NORTH POLE DISCOVERED BY DR. COOK OF BROOKLYN

Arctic Explorer Now on Danish Vessel Bound for Copenhagen

**SENDS CABLEGRAM TO WIFE TODAY  
THAT HE WAS "SUCCESSFUL AND WELL"**

Left Here in Search of the Pole Three Years Ago and  
Made the Important Discovery April 21, 1908

(Special from United Press.)  
Copenhagen, Sept. 1.—Dr. Frederick A. Cook, the Brooklyn Arctic explorer, has discovered the long sought North Pole, according to a government dispatch received here today from the Inspector of Greenland.

Dr. Cook is now on a Danish vessel bound for this port. The dispatch received by the Colonial Office today was filed at Lerwick, Shetland Island, at which point the Danish steamer Hans Egede with Dr. Cook aboard put in.

The message received here is as follows: "Dr. Cook, American explorer, reached the North Pole on April 21, 1908. He is now aboard Hans Egede bound for Copenhagen. Dr. Cook arrived in May, 1909, at Upernivik from Cape York, accompanied by Esquimaux members of his party. The Esquimaux confirm the truth of the explorer's statements that he located the geographic pole."

In announcing Dr. Cook's triumph to government officials today lay stress on the fact that the pole discovered is not the magnetic pole which has long been established, but the geographic North Pole, the goal of many Arctic explorers of the past few years.

No mention is made of the personnel of his party, but it is reported that he was accompanied by Esquimaux and that the government authorities that as the other officials made no mention of other members, Dr. Cook must have been unaccompanied except by his Esquimaux followers.

Brooklyn, Sept. 1.—Mrs. Robert P. Davidson of 334 Buerwick avenue, a friend of the Cook family, today received this cablegram from Dr. Cook: "Successful and well. Cable address to Copenhagen. (Signed) F. A. Cook." The Cooks lived at 670 Bushwick avenue. Mrs. Cook and her two children are now at South Harpswell Island, Casco Bay, Maine, and Mrs. Davidson has telegrams from her the contents of the cablegram.

The cablegram received by Mrs. Davidson was addressed to her by Dr. Cook's wife, Mrs. Davidson, and was received by her neighbor, Mrs. Davidson, in Mrs. Cook's absence from the city. The message was dated from Lerwick, Shetland Island, and Mrs. Davidson explained that Mrs. Cook had earlier in the summer gone to the Adirondacks and later to South Harpswell Island, Maine, to which point she forwarded the cablegram.

London, Sept. 1.—Dispatches from Copenhagen today say that Dr. F. A. Cook, the Brooklyn Arctic explorer, discovered the North Pole on April 21st.

The date Dr. Cook is said to have discovered the pole was April 21, 1908, since which time he has been fighting to return to civilization. Dr. Cook was practically alone, his Esquimaux having had but one white man with him when he started and this man was taken ill and returned to the outside world more than a year ago.

Dr. Cook was accompanied by only a few Esquimaux making a flying trip with dogs and sleds.

The report from Copenhagen comes through the Danish Foreign Office. Intense excitement has been caused here by the report of Dr. Cook's success, owing to the fact that the Arctic explorer is the son of a famous English explorer by coming within 111 miles of reaching the pole.

Dr. Cook's return to England has been deeply interested in the endeavors of Arctic explorers to discover the poles.

New York, Sept. 1.—Dr. Frederick A. Cook is a noted surgeon and physician of Brooklyn, N. Y., whose work as an explorer has won him international fame. On his last trip in search of the pole and the one that is said to have been successful was begun in August, 1907, and was a private expedition, financed by Dr. Cook himself and his friend, B. B. Bradley, a multimillionaire New York sportsman who chartered the ship that took Dr. Cook to the Arctic.

Bradley soon returned, intending only to hunt some big game there when he left. Cook, however, immediately started on his march on the pole, intending to be gone for 3 years.

There was a great deal of discussion caused among Arctic explorers by Dr. Cook's trip, the followers of Lincoln E. Peary declaring openly that Dr. Cook had stolen a march on the naval officer, who had planned to follow practically the same course on his dash for the pole.

Dr. Cook, however, was in the region of everlasting snow and could not be communicated with. He was accompanied by only a few Esquimaux and a number of Eskimos with dogs and sleds. Cook had made his last dash hoping to reach the last resting of Nansen and Peary and strike the pole itself. Only twice has Dr. Cook been heard from before. A short time after his departure his wife complained that he had broken up with a jerk, he was compelled to send him back to the coast in care of some of his Eskimos. It was then thought that this was the end of Dr. Cook's dash for the pole.

Now comes the news that he has reached the goal for which hundreds have striven—the north of the globe.

No details of the discovery or manner of getting the news back to the world has yet been received in New York. Before sailing Captain Bartlett of the schooner Jennie gave out the prophetic statement:

"If Dr. Cook is found alive he will have an interesting story to tell. He went alone, unaccompanied by any party and his trip was a novelty in Arctic exploration."

The last word that came from Dr. Cook before to-day's startling news, reached New York March 17, 1908, just 5 weeks before he is reported to have reached the pole. He

## ROAD WORK BEING DONE

Bridgeport to Be Center of  
Splendid System of  
Highways

**PLAN AND SCOPE  
OF IMPROVEMENTS**

Trunk Line Through Connecticut Has Its Inception Here

Detailed Account of Work  
Now Under Contract of  
Much Interest Here

With the State road work now in progress in and around Bridgeport, together with the plans now in process of completion for additional road construction by the State highway department, it will not be many months before this city will be the center of as fine a system of improved highways as can be found in the State. As a matter of fact, at the present time contracts are running involving the improvement of over sixteen miles of road contiguous to Bridgeport. In addition to this, contractors are at work on eight miles of road on the old Boston post road east of New Haven, all of which has a direct bearing on the welfare of this city, as Bridgeport is one of the largest cities through which this old thoroughfare—one of the most important in the State—passes in its one hundred and twenty miles.

Equal in importance, as related to the city, is the trunk line which starts here and goes through the State northward to the Berkshires traversing Trumbull, Huntington, Ansonia, Seymour, Beacon Falls, Naugatuck, Waterbury, Thomaston, Harwinton, Torrington, Winchester and Colebrook. This road is one of the most popular touring routes in the State, and its importance as a show window for Connecticut will increase in the same ratio as the unimproved intervals are put into a state of excellence.

There is also an important trunk line that starts from Norwalk and also has its outlet in Massachusetts. This road passes through the towns of Fairfield, Danbury, Bethel, Danbury and through New Milford, Washington, Warren, Cornwall, Canaan and North Canaan. While this road is not directly related to Bridgeport, it has a large influence on Fairfield county, of which Bridgeport is the metropolis and the county seat, and which, as a result, one section of the county must, perforce, be of interest to all who reside in this section of the State.

One of the most important sections of the trunk line for this section is the interval from the Mianus bridge in Greenwich to the Stamford town line, which has long been a source of trouble to the town of Stamford. It has the contract for the improvement of this section—a distance of 11.393 feet. In the city of Bridgeport there is a contract running for a section of macadam road; in Fairfield, the contractors have nearly completed a section of macadam road of some 6,600 feet in length and in the town of Danbury, the town of Fairfield into close touch with its natural market through the medium of a splendid highway.

Perhaps one of the most dangerous sections of the trunk line of roads is the noted Jump Hill in Easton which has been the source of downfall for more than one ambitious automobile driver. The letting of the contract for the improvement of this spot—which involves cutting down the hill and filling up the hollow together with the leveling of the road—has been decided and distinct improvement of this wretched bit of road. Other improvements arranged for in the vicinity of Bridgeport are these: a section of road in Wilton, one of 7.850 feet on the Norwalk and Ridgefield road, and the other of 11.467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

## MOTHER AND SON STRICKEN WITH TYPHOID

Mrs. W. J. Baird and Son,  
Donald, Taken to  
Hospital

**ARE VICTIMS OF  
WOODMONT EPIDEMIC**

Husband and Father Is Manager of Meigs & Co.'s Store

Mr. Baird Heard Comforting Intelligence from His Family Today

Among the typhoid fever patients taken from Woodmont to New Haven hospital yesterday were Mrs. W. J. Baird and her little son, Donald, of Bridgeport. They are the wife and son of W. J. Baird, manager of Meigs & Co. of this city.

This afternoon Mr. Baird received a telephone message that both of the patients passed a very comfortable night and that the malady had not taken an intensely dangerous form in either instance.

Mr. Baird was asked how he accounted for the epidemic at Woodmont. He replied: "I don't know. That is a question that is being asked on every side and the authorities in charge should be made to answer it. The situation is a state where it is a terrible thing."

Mr. Baird was the former manager of the company's store.

The first death resulting from the typhoid epidemic which is scouring Woodmont this summer, occurred there yesterday under very pathetic circumstances, when Frederick Hotchkiss, a young draughtsman, who had been ill for but two weeks, died a few moments after being united in marriage to the young bride, Miss Helen Crane of Milford, a school teacher of that town, to whom he was engaged to be married. Yesterday night by Enoch Williams, who has been attending him, and realizing that he had but a few more hours to live, he was carried to the home of his bride-to-be to die.

When the young couple had become conscious of the fact that in a short time death would put an end to their plans they decided that it should find them man and wife, and with her lover lying on his deathbed, Miss Crane was united in marriage to him at her home last night by Enoch Williams, who is residing in Woodmont. Shortly after the marriage ceremony had been performed the young man died.

Frederick Hotchkiss was in his 24th year and was employed as an illustrator with the Stoddard-Brown company of New Haven. His wife is but a few years his junior and is a native of Woodmont. The young man was the son of William R. and Carrie Pardee Miner, of New Haven. The funeral services will be held tomorrow.

The full seriousness of the outbreak has just begun to be realized with the coming of death into the midst of the summer vacation camps.

Mrs. Hattie of Woodmont, was taken to the New Haven hospital yesterday afternoon suffering from typhoid. A. Rowden King, of the New Haven Journal-Courier, who has been in the hospital since Monday, is doing as well as can be expected under the circumstances.

Mrs. Hattie, who has been appointed milk inspector of Woodmont on account of the trouble which is considered due to the milk supply, said last night that the outbreak of the epidemic has been even more stringent than those in this city, and is confident that the new licensing law will soon straighten out matters. He believes the worst is over now.

The epidemic has hit the shore hotels and most of them are closing either for the summer or next. The cottages also are closing early because of the typhoid.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

Passing from these several main roads to the Boston post road, to which reference has already been made, approximately eight miles of road are under contract on this highway between Bridgeport and New London, as follows: Ten thousand linear feet in the town of Milford; the other of 17,000 feet on the Bridgeport and Easton road; the other of 11,467 feet on the Norwalk and Ridgefield road.

In addition to this, the contractors are at work on a stretch of 2,700 feet in Redding, and short sections in the towns of Ridgefield and Monroe.

## NEW TRAFFIC REGULATIONS

Suggested Rules of the Road  
to Govern In This  
City

**TO APPLY TO  
ALL VEHICLES**

Baby Carriages and Street  
Railway Cars Are Alone  
Excepted

Automobile Club Is Sponsor  
for Proposed Changes  
Which Go to Council

Much time was devoted by the governors of the Automobile Club of Bridgeport at their meeting at the Stratfield, last evening, to an animated discussion of a set of proposed traffic regulations reported by a committee consisting of F. T. Staples, E. T. Buckingham and F. A. Strong. This committee was appointed at the last meeting to prepare traffic regulations which the club is to recommend to the Common Council and ask for their adoption.

Realizing that the advent of the automobile has imposed new conditions in the maintenance of the streets and the regulation of traffic, the club has for some time been at work to devise traffic regulations that should be fair to all users of the streets and that would properly place the responsibility for reckless driving on the part of anyone.

Following are the regulations reported by the committee and after a protracted discussion they were adopted:

Be it ordained by the Board of Aldermen of the city of Bridgeport:

ARTICLE I.  
Keeping to the right, passing, turning, crossing and stopping.

Sec. 1.—Slowly moving vehicles shall keep to the right and as near the right hand curb as possible.

Sec. 2.—A vehicle meeting another shall pass on the right.

Sec. 3.—A vehicle overtaking another shall pass on the left side of the overtaken vehicle and not pull over to the right until entirely clear of it.

Sec. 4.—A vehicle, turning to the right into another street shall turn the corner as near the curb as practicable.

Sec. 5.—A vehicle turning to the left into another street shall pass to the right of and beyond the center of the street intersection before turning.

Sec. 6.—A vehicle crossing from one side of the street to the other shall do so by turning to the left so as to head in the same direction as the traffic on that side of the street.

Sec. 7.—No vehicle shall stop on its left side to the curb.

Sec. 8.—Unless in an emergency or to allow another vehicle or pedestrian to cross its path, no vehicle shall stop in any public street or highway of this city, except near the right hand curb thereof and so as not to obstruct a crossing.

ARTICLE II.  
Signals.

Sec. 1.—A signal to stop by any policeman shall be immediately obeyed by pedestrians or vehicles.

Sec. 2.—Turning while in motion, or in starting to turn from a standstill, a signal shall be given by raising the whip or hand, indicating with it the direction in which the turn is to be made.

ARTICLE III.  
Right of Way.

Sec. 1.—On all the public streets or highways of this city, all vehicles going in a northerly or southerly direction shall have the right of way over all vehicles going in an easterly or westerly direction.

(Continued on page four.)

## EARLE HAS SOUL-MATE

Ferdinand Pinney Said to  
Have Elopel With Gertrude Buell Dunn

**PLATO, NOT CUPID,  
IS THEIR GOD**

Met for First Time at Silver  
Mine on Outskirts of  
Norwalk

Girl's Brother Says Both  
Are Interested in Orphanage Plans

(Special from United Press.)  
New York, Sept. 1.—Ferdinand Pinney Earle, the artist, who took his lawful wife to the pier, bade her a loving good-bye and ordered her to go to France and get a divorce from him so he could wed his "affinity," Miss Julia Kuttner, only to cast her off with her child after he found beating her did not make her soul chords harmonize with his own, has flown away again with another "soul-mate," this time Miss Gertrude Buell Dunn, ardent Socialist and settlement worker.

Should Earle's second wife, Mrs. Kuttner-Earle, secure a divorce from him, Earle will not wed again for he had passed the word broadcast that he and Miss Dunn are merely soul-mates and that Plato rather than Cupid is their god. Earle and his new affinity are harmonizing their soul chords of platonic friendship in Europe, collaborating on what they hope will be a great epic of the "problem" of the childless marriage.

Dealing with the relations of men and women, and what it may lead to, Miss Dunn's mother has given a grudging assent to the marriage arrangement when it was explained to her that they were merely soul-mates and nothing more. But Miss Dunn's brother, "Earle," a Chicago newspaper editor, said to be far less agreeable. A close personal friend of Earle, B. Russell Hertz, editor of Mood's Magazine of personality (it stands for riding on the cover), said that the friendship is purely spiritual. "I know Earle is perfectly mad," said Hertz, "but so is the President of the United States. This is a matter of principle with them. They believe that only by the strictest celibacy can the highest ideals in an article be realized. Even though they may write deeply of the great problem of sex it is purely from a philosophical sense."

Miss Dunn while doing newspaper work some years ago won considerable fame for herself by riding her horse behind President Roosevelt at Glenwood Springs, Colo., and got her picture taken with the President. She is now a member of the President's household. The President's daughter, Miss Julia Kuttner, turns out.

Miss Dunn while doing newspaper work some years ago won considerable fame for herself by riding her horse behind President Roosevelt at Glenwood Springs, Colo., and got her picture taken with the President. She is now a member of the President's household. The President's daughter, Miss Julia Kuttner, turns out.

Earle met Miss Dunn at a "White man" restaurant in New York. He and Mrs. Earle, who is a native of New York, and Mrs. Charles Haag, of their country home "Silver Mine" on the outskirts of Norwalk, Conn.

BROTHER DENIES THAT  
SISTER HAS ELOPED.

Chicago, Sept. 1.—Ballard Dunn, a local newspaperman and brother of Miss Gertrude Dunn, whose sister's name has been linked with that of Ferdinand Pinney Earle to-day by the press, said that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper.

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

"My sister and Earle simply are friends," Dunn said. "They met some weeks ago at a small town near New York, Conn., where my sister was spending the summer. She has for years had a plan for the establishment of an orphanage in New York. Earle, the story that his sister had eloped with Earle was without foundation. He said he was convinced the relations between his sister and Earle were perfectly proper."

## AGED WOMAN FACED BURGLAR IN THE DARK

Intruder a Burly Negro Who  
Was Ransacking Reck

**Home  
Knocked Victim Down and  
Fled, But Was  
Captured**

Judge Foster Holds Him In  
Bail of \$100 Till  
Tomorrow

Awakened by the sound of some one moving about in her room, Mrs. Katrina E. Reck of 203 Alford street, this morning at 4 o'clock and grappled with a powerful negro who was bent on robbing the house. Arch Ryles of this city is the burglar name who by crawling through an open cellar window gained access to the upper part of the house. He has taken \$2.50 in money and a gold filled watch and chain, and had entered Mrs. Reck's bed room and was prowling about when Mrs. Reck, who is advanced in years attempted to force him out of the room. He knocked her down and rushed from the house.

Her cries brought William Thomas and Charles L. Jackson who were passing on their way to work, to her assistance. When they found that the assault had not been serious one, they hastened after the negro and found him hiding in a nearby back yard. The patrol was summoned and the burglar arrested by Officer Joseph Coughlin. The prisoner was arraigned to-day in the city court before Judge Foster, but the case was continued until to-morrow under \$100. The charge was assault and burglary.

'TAD' JONES ARRESTED.

A young man who gave his name as Tad Jones was arrested on East Main street this afternoon by Officer Lunt for flourishing a knife and threatening to kill everything in sight. Tad did not claim any relation to the famous Yale athlete, whose name he bore.

(UNCLASSIFIED.)

WANTED.—Good hand ironer at one Bridgeport Steam Laundry. I 1 to 10

WHEN YOUR CORNS ache, when your joints pain you and your children, highest of all, when you feel as if life was not worth living, that is the time to see Dr. Mann. 201 Meigs Bldg. I 1 to 10

POULTRY MANAGER wants situation at once, 21 years experience, all breeds. Can make egg farming pay big profits. Married, age 40, small children, highest references. Address Poultry Expert, care the Evening Farmer. I 1 to 10

WANTED.—Nursing by experienced woman. Call or address No. 6 Howard Court, West End, City. I 30 a \* p

TO RENT.—Second floor flat, new house, six rooms, all improvements. 241 Lewis, corner of Iranshan. I 30 a \* p

WANTED.—A good coaster brake bicycle, also 14 to 16 ft. skiff. E. Becker, 119 Orchard. I 31 b \* p

THE NEW TOWN building at Beard's Corner is now open for sale. A few choice lots for sale cheap. C. O. Mathers, Beard's Corner. I 31 b \* p

WANTED.—Sand buffers on soft metal goods. Must be first class. The Weldrich Bros. Mfg. Co., Noble Avenue and Sterling St. I 31 b \* p

WANTED.—Melter on composition work. Apply Employment Office 9 a. m. and 2 p. m. American Graphophone Co. I 31 b \* p

LOST.—Monday night on State St., Park or Laurel Aves., Panama hat. Reward if returned to Farmer, J. F. I 31 b \* p

TYPEWRITING.—Mimeographing. Notary Public. Sears, 108 Main St. I 17 to 10

CASCA-LAXINE TABLETS cure biliousness and constipation. Follow the direction. I 12 to 10

8,000 STUDENTS have been educated at Union Business College, Main St. Congress streets. The Leading School. Now is the time to begin. New catalogue just out. Telephone 146. I 10 to 10

TO RENT.—Entire third floor containing 6,500 sq. ft. in fireproof building. Corner of State and Courtland. Apply Crawford Laundry Co. P 3